

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5797

號九十月五年四十三緒光

WEDNESDAY, JUNE 17, 1908.

三拜禮

號七十月六英港香

\$50 PER ANNUM.  
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## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... ¥24,000,000  
RESERVE FUNDS ..... ¥15,120,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO.  
Kobe.  
OSAKA.  
NAGASAKI.  
LONDON.  
LYONS.  
NEW YORK.  
SAN FRANCISCO.  
HONOLULU.  
BOMBAY.  
SHANGHAI.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 23rd March, 1908. [23]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,350,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,350,000  
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months ..... 4 per cent. per annum.  
" 6 " ..... 3 " " "  
" 3 " ..... 2 " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 8th April, 1908. [25]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).  
RESERVE FUND FL 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaradja (Acheen), Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 per cent. on daily balances.

Fixed Deposits 12 months 4 per cent. p.a.

Do. 6 " 3 " " "

Do. 3 " 2 " " "

J. L. VAN HOUTEN, Agent.

Hongkong, 18th November, 1907. [26]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS ..... \$15,500,000

Head Office—HONGKONG.

Branches and Agencies:

CHEFOO.  
TIENTSIN.  
PEKIN.  
NEWOWHANG.  
DALNY.  
PORT ARTHUR.  
ANTUNG.  
LIOWANG.  
MUKDEN.  
TIE-LING.  
CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKEO TAKAMICHI, Manager.

Hongkong, 23rd March, 1908. [23]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 12th January, 1907. [28]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,525,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

Do. 6 " 3 " " "

Do. 3 " 2 " " "

JOHN ARMSTRONG, Manager.

Hongkong, 13th May, 1908. [29]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taelen 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seshandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayrische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. [30]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBÉ & SOCATRA	YOKOHAMA	Capt. W. R. Hickey	18th June, Noon. } Freight only.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	DEVANHA	Capt. T. F. Hides, R.M.S.	About 23rd June. } Freight and Passage.
SHANGHAI	ARCADIA	Capt. A. L. Valentini	About 27th June, Noon. } See Special Advertisement.

For Further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

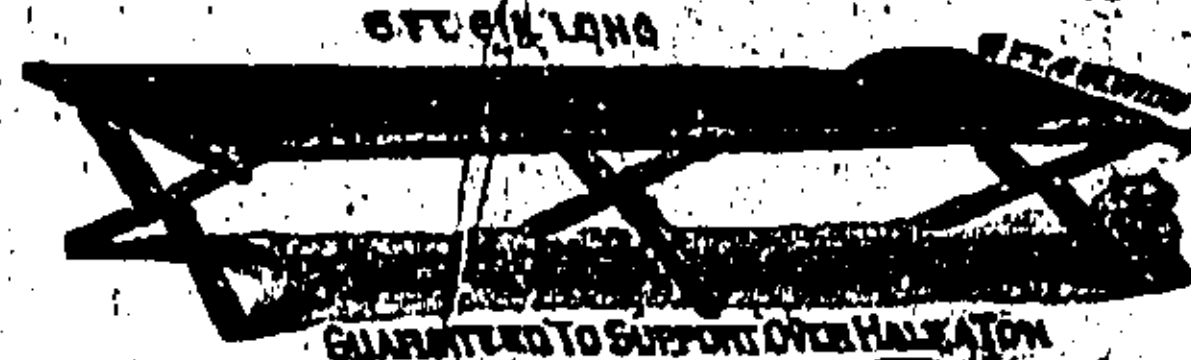
Hongkong, 16th June, 1908.

## Intimations.

### LANE, CRAWFORD & CO.

#### FOLDING CANVAS BEDS.

OPEN



\$8.00 each

Closed.



With MOSQUITO FRAME AND CURTAIN \$15.00 complete.

THIN TROPICAL BLANKETS.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [38]

Ask for

### KUPPER'S PILSENER BEER.

And see that you get it.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 27th May, 1908. [40]

Don't Worry.

Don't Worry.

### WHY WORRY?

#### CONSULT PHAROS.

THE MYSTIC AND MODERN ASTROLOGER  
YES, WHY WORRY?

About your Business, Health, Pleasure, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Suffard Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW  
with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above-Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

#### PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.  
1,000 Assorted Cards for 15/-.  
English and Continental Artresses hand tinted real glossy Photographs 15/- per gross.  
CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.  
100 Cards for 5/- Value 12, 24, 36, 48 and 60 each.  
100 ASSORTED Cards for 10/-  
1 gross Jewelled Cards for 9/-  
Foreign or Colonial Stamps not accepted. Kindly send Money Order.  
BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

## Shipping—Steamers.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

#### SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

#### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. .... \$5.00

Do. do. do. Monday do. .... \$6.00

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Hongkong at 6:30 A.M. Friday, and returns to Canton at 5 P.M. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

#### EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

## Hotels.

### MACAO HOTEL. SPECIAL REDUCED SUMMER RATES.

PER DAY ..... \$ 4.00 to \$ 7.00 according to room selected.

" WEEK ..... 25.00 " 40.00 " " "

" MONTH ..... 90.00 " 140.00 " " "

WEEK-ENDS—SATURDAY AFTERNOON TO MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A. Rate and A. Hall only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AH CHENG for over Seventeen Years—Chief Cook, with the late Mr. J. W. OSBORNE.

Mr. J. W. OSBORNE. [1]

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PARK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1908. [5]

### KAMAKURA KAIHIN IN HOTEL.

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply

E. APPEL, Manager.

Hongkong, 14th April, 1908. [11]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [3]

### CONNAUGHT HOTEL, HONGKONG.

#### A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties for Families.

THE MANAGER & AGENT



# NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"PRINZ HEINRICH" Capt. P. Grosch	THURSDAY, 9 A.M., 18th June.
MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, SYDNEY and MELBOURNE	"MANILA" Capt. Minssen	THURSDAY, 5 P.M., 18th June.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About FRIDAY, the 26th June.
KUDAT and SANDAKAN	"BORNHO" Capt. F. Sembill	About the end of June.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th June, 1908.

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

DAILY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TOKIN	Charbonnel	23rd June, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE	Lancelin	.....	6th July, P.M.
MARSEILLES, VIA PORTS	POLYNESIE	Broc	7th July, 11 A.M.

Transshipment on the Co's Steamers at Singapore for Batavia, Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

**P. NALIN,**  
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 9th June, 1908.

# CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND AND EUROPE VIA VANCOUVER.

YOKOHAMA—VANCOUVER.....13 DAYS.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS 25th July.	* CEYLAN 26th Nov.
* OURSANT 27th Aug.	* CORSE 17th Jan.
* MALTE 12th Oct.	

No passengers. \* Intermediate class and rates of passage. New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

**P. NALIN, FRENCH MAIL OFFICE.**

[46c]

# WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These Steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

**BUTTERFIELD & SWIRE,**

AGENTS.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 10th March, 1908.

# THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

## Shipping—Steamers.

# JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half June	JAPAN	Second half June
TJIKINI	JAPAN	Second half June	JAVA	Second half June
TJILATJAP.	SHANGHAI	Second half June	SHANGHAI	Second half June
TJILIWONG.	JAVA	Second half June	JAPAN	Second half June
TJIPANAS	JAVA	First half July	SHANGHAI	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 10th June, 1908.

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## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 2 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf near Wing Lok Street. Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

**BARRETTO & CO.,**

Agents.

Hongkong, 28th March, 1908.

[7]

## Notice of Firm

### INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

**SHEWAN, TOMES & Co.**

Agents.

Hongkong, 11th July, 1907.

[47]

## Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

[60]

**Dr. M. H. CHAN,**

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

21, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th April, 1907.

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## FASHION SENSATION.

NEW DOWNS CAUSE A DISTURBANCE.

Racegoers were provided with a sensation at Longchamp on Sunday in the shape of an exhibition by four ladies of the latest Paris fashions.

It is a long-standing custom for the great costumiers in the French capital to utilize the race meeting for this purpose. The prettiest women in Paris—the professional beauties—are usually selected to show off the latest creations to the best advantage. Many of these ladies, indeed, are practically kept in clothes by the houses whose goods they thus advertise.

Racing had just started at Longchamp on Sunday when into the enclosure there walked four charming ladies in the latest things in Directorate costumes. These are called skirts à fourreau, or sheath gowns, and are well named, for those worn by the ladies in question were so tight-fitting and so transparent that they left little or nothing to the imagination respecting the models' figures.

As though this were not enough, one of the skirts was split up at the side, exposing the wearer's lower limbs as far as the knee. These dresses must be worn without either petticoats or corset, but over a sort of silk combination fitted with whalebone.

The advent of the four ladies caused a tremendous sensation. Visitors of the same sex looked curiously for some time, and then fled, professing themselves shocked. The men gathered round, and proceeded to criticise the wonderful garments in terms of the reverse of complimentary.

Jeers led to insults, and insults looked like paving the way for a more forcible method of expressing disapproval, when the police interfered, and in the models' own interests, escorted them to the station.

The police were pressed to take proceedings against the dressmakers and the models, but M. Touny, Director of the Municipal Police, said: "I thought the exhibition made by the young ladies somewhat daring, but if it is the prevailing fashion there is nothing more to be said. As long as the gowns are not positively improper we can do nothing. It is for public taste to decide."

Plenty of opportunity will be given to Parisiennes of inspecting the new style of dress, for they will be worn pretty extensively on the stage. Mlle Cécile Sorel, for example, is to wear one in a day or two at the Théâtre Français, and as La Belle Otero says that gowns à fourreau can only be worn by women of perfect shape, it is pretty safe to say she will also adopt the new fashion. Mlle. Allotte Dorghe has also ordered a sheath gown.

London has already had a glimpse of the new fashion, for on Tuesday Mrs. Langtry wore a Directorate gown at luncheon at the Carlton Hotel, and afterwards at the matinee of Bernard Shaw's "Getting Married," at the Haymarket.

## A GREAT ARMY IN GREEN.

HOP TRADES DEMONSTRATION.

A great army, every unit in which wore a common symbol, a button-hole of green-hops, marched this afternoon (May 16) with banners flying, and bands playing, and long poles crowned with garlands of the same artificial leaf and flower, on Trafalgar Square. Fifty thousand men and women, the growers and pickers of hops, composed it. From far and near they came, from Kent and Sussex, from Worcester and Hereford, from Hampshire, and, by far the largest contingent, from the East End of London.

These are the various numbers in the army as nearly as they could be ascertained:—East End of London (pickers)..... 40,000 Kent and Sussex (growers and farm labourers)..... 10,000 Worcester and Hereford (growers and farm labourers)..... 2,000 Hampshire (growers and farm labourers)..... 1,000

Total..... 53,000

All these, and ten times as many more, are threatened with a loss of livelihood by the ruin of the hop industry that has been caused by the dumping in England of foreign hops. The banners they carried put the sad story of ruin in terms that all could understand. Here is one, characteristic of many:—

In 1878 over 71,000 acres. In 1918 less than 40,000 acres. Hawkhurst and Goudhurst: Demand a 40s. duty on all

Foreign imported hops.

THE INTEREST OF LONDON.

What the ruin of the industry means to the individual was explained to a representative of the "Pall Mall Gazette" by some who came from the East End. There, there are 250,000 men, women, and children who every year spend a month in the country hop-picking. Each man will make as much as £12 during the time the picking lasts, and many families bring back with them to London from £12 to £20, which helps to keep them through the winter.

Every autumn for many years past there have been fewer pickers required, and this year another five thousand acres have been "grubbed," which means that the roots of the hops have had to be pulled up, owing to the decreasing trade caused by foreign competition, and the land left for other purposes. Not only the pickers, therefore, but the growers of the hops and the men who work for them are fast losing their occupation. That is why the country this afternoon joined London in the great demonstration and called on the Government to protect the industry by imposing an import duty on all foreign-grown hops.

PROCESSION TWO MILES LONG.

Thirteen special trains brought the ten thousand growers and labourers from Kent and Sussex to London Bridge. They arrived at short intervals between one and one o'clock, and marched to the Hop Exchange in South-west London. For half a mile or more along

the main thoroughfares, men, women and children of a few paces with numbered banners raised on long poles to indicate the stations of the various sections of the army. Here the men from Kent and Sussex, pursued by hawkers of the popular button-hole, were joined by several of the contingents of pickers from the East End. Thousands of men, women and children, army of demonstrators stretched from London Bridge, along Southwark Street, over Blackfriars Bridge to the Temple station on the Embankment.—*Pall Mall Gazette.*

## To Let.

TO LET.

OFFICE and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.)

Apply to—

**THE COMPAGNIE DEPARTEMENT,**  
E. D. Sassoon & Co.,  
Queen's Road Central.

Hongkong, 9th June, 1908. [188]

TO LET.

SHOP and DWELLING HOUSE, No. 75, QUEEN'S ROAD CENTRAL. ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—

**S. J. DAVID & Co.,**  
Prince's Building.

Hongkong, 1st June, 1908. [159]

TO LET.

HATHERLEIGH, COMDUIT ROAD. A HOUSE in WONG-NEI-CHONG ROAD. A HOUSE in RYON TERRACE. OFFICES in YORK BUILDING.

UDOWNS in PRINCE EAST, BLUE BUILDINGS, and No. 158, DES VOUEX ROAD next to the Hongkong Hotel. FLATS in MORETON TERRACE.

OFFICES on TOP FLOOR, No. 2, COMNAUGHT ROAD, facing the Cricket Ground. No. 10, DES VOUEX ROAD CENTRAL, 1st Floor.

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 9th June, 1908. [165]

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 8th May, 1908. [499]

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD. Apply to—

**HONGKONG AND KOWLOON LAND AND LOAN CO., LD.**  
No. 2, Queen's Road West.

Hongkong, 30th March, 1908. [126]

TO LET.

A HOUSE in KNUXTFORD TERRACE, Kowloon. Apply to—

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 9th June, 1908. [195]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

Apply to—

**DAVID SASSOON & Co., LD.**  
Hongkong, 22nd May, 1908. [117]

TO LET.

GOOD OFFICES at 2, PRADDER STREET.

Apply to—

**JARDINE, MATHESON & Co., LD.**  
Hongkong, 28th May, 1908. [158]

## SELF CURE NO. FIFTY-ONE

MARVEL UPON MARVEL!

NO SUFFERING

NOW DESPAIR!

using a doctor's bill or falling into the hands of a quack, may safely, quickly and permanently cure himself without the least delay or expense.

By the introduction of

NEW FRENCH REMEDY

1. ERAPION

a complete cure for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 1—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 2—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 3—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 4—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 5—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 6—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 7—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 8—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 9—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.

ERAPION No. 10—A sovereign remedy for all the most distressing and dangerous diseases of the human system, and which has been restored to health and happiness who for years previously had been nearly driven out of existence.



## Intimation.

**Wm. Powell, Ltd.,**  
ALEXANDRA BUILDINGS.

## Special Show.

**WHITE COSTUME MUSLINS.**

**MERCERISED LAWNS, LACE STRIPES, TAFFETTAS.**

**WHITE SUMMER MUSLINS.**

**COSTUME MUSLINS.**

**EMBD.**

**NAINSOOKS.**

**SPOT**

**MUSLINS.**

**WHITE**

**EMBROIDERED ROBES.**

**Wm. Powell, Ltd.,**

*Des Voeux Road,*

*28, Queen's Road,*

**HONGKONG**

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
**TO-MORROW,**  
the 18th June, 1908, at 11 A.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,  
A NUMBER OF  
**GOLD, SILVER AND NICKEL WATCHES,**  
ALSO  
8 Cases CIGARETTES, 100 boxes CIGARS,  
AND  
10 Boxes JAPANESE CREPE SHIRTS.  
TERMS—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 16th June, 1908. [599]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
on  
**TUESDAY AND WEDNESDAY,**  
the 23rd and 24th June, 1908, at 10 A.M. each  
day at H. M. NAVAL ESTABLISHMENTS,  
**SUNDRY OLD AND SURPLUS NAVAL  
AND VICTUALLING STORES,**  
Comprising—

Old and Surplus Naval Stores—CHAIN  
CABLE, WOOD BLOCKS, CHISELS,  
TOOLS, OLD IRON AND METAL, ELEC-  
TRIC CABLE, MATS AND MATTINGS,  
WOOD BOXES, LEATHER, COAL  
SACKS, OLD INDIA RUBBER, OLD  
BOATS, FURNITURE, CARPETS, &c.;  
Old and Surplus Victualling Stores—  
PROVISIONS, SEAMEN'S CLOTHING,  
BLANKETS, MESS TRAPS, IMPLE-  
MENTS, STAVES, and a quantity of  
ELECTRO-PLATED ARTICLES, &c.  
Catalogues will be issued.

TERMS OF SALE—As Customary.  
**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, 5th June, 1908. [573]

**ALFRED HERBERT RENNIE, Deceased**  
SALE BY PRIVATE TREATY.

THE TRUSTEE IN BANKRUPTCY of  
the Estate of the above Deceased invites  
offers for the purchase by private treaty of the  
undermentioned property, viz:—

ALL THAT PIECE OR PARCEL OF  
GROUND situate at Victoria in the Colony  
of Hongkong containing an area of 129,560  
square feet and known and registered in the  
Land Office as Inland Lot No. 1,633 held  
under a Crown Lease for the unexpired  
residue of a term of 75 years from the 9th day  
of April, 1901, at the annual Crown rent of  
\$55; Together also with all that substantially  
built residence standing on the said Piece of  
Parcel of Ground or on some part thereof  
known as "The Farm."

The residence is situated on an elevation close to the junction of the  
Magazine Gap and Bowen Roads and close to the  
Bowen Road Tram Station.

The House is a fine two-story building  
containing every modern convenience.  
The Building contains large Basement and  
well arranged Laundry.

On Ground floor—Drawing Room, Billiard  
Room (full size) and Dining Room, Kitchen  
and other usual offices.

On First Floor—Two large Bed Rooms with  
Bath Rooms adjoining; Boudoir and Dressing  
Room.

The Out-buildings include Stabling and a  
Fine Swimming Bath.

The Out-offices and Coolie Quarters are con-  
veniently situated and exceptionally well built.

The Grounds and Garden, which are well  
laid out, include a Grass Tennis Court and are  
large enough to allow for a considerable ex-  
tension of the present buildings.

Offers to be sent to—

Messrs. JOHNSON, STOKES and MASTER,  
8 Des Voeux Road Central, Hongkong.

Solicitors for the Trustee in Bankruptcy of the  
Estate of the late A. H. RENNIE,  
Deceased.

Hongkong, 5th June, 1908. [583]

## Intimations.

## COLD STORAGE.

THE HONGKONG ICE COMPANY,  
LTD., have now 40,000 Cubic feet of  
COLD STORAGE available at EAST POINT  
Stores will be Open at 4 A.M. and 4 P.M.  
daily, Sunday excepted, to receive and deliver  
perishable goods.

**WM. PARLAEN**  
Manager.

Hongkong, 22nd June, 1908. [61]

## A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors  
give many names, but which few of them really  
understand. It is simply weakness—broken down,  
as it were, of the vital forces that sustain the sys-  
tem. No matter what may be its cause (for they  
are almost numberless), its symptoms are the same:  
the more prominent being sleeplessness, sense of  
prostration or weariness, depression of spirits and  
want of energy for all the ordinary affairs of life. Now, what alone is absolutely essen-  
tial in all such cases is increased vitality—vitality  
in all its phases.

## VITAL STRENGTH &amp; ENERGY

is the key to the solution of the problem. It is the  
proof that as night succeeds the day this may be  
more certainly secured by a course of  
**THE NEW FRENCH REMEDY  
THERAPION No. 3**

## THE EXPIRING LAMP OF LIFE

is a lamp that is burning low, and is in danger of  
extinguishing. It is a lamp that is burning low,  
and is in danger of extinguishing. It is a lamp that  
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## THERAPION

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## A VINDICATION OF OPIUM.

We hear so much of one side of the case in  
regard to opium, and that the unfavourable  
side, that it may be worth while to look at the  
much more rarely presented case for the other  
side, that is to say for the use, as opposed to the  
abuse. "Matigol," who is a frequent and a  
clever writer in the Indo-Chinese public press  
gives, in "L'Asie-Tonkin," these observations  
on opium and its true province. He writes  
thus:—

"Nature, which is, as some simple poet or  
other has remarked, a good mother, has made  
the plants and products of the soil to grow just  
where it is beneficial that they be consumed.  
And if we notice that the white poppy grows  
all over the surface of the globe, but that the  
opium that is extracted from it is only fit for  
smoking when produced in warm climates, we  
may conceive that the pleasures of opium—if  
pleasures there are—have been interdicted and  
should remain interdicted to the man of the white  
race. The opium of Asia Minor, of Smyrna,  
of Egypt, the opiums that are harvested in  
France, in the Landes and at Corbeil, are only  
fit for pharmaceutical use, and are practically  
unsuitable."

Furthermore the effects of an identical opium  
upon an identical individual are not the same,  
in the environs of the equator or to the north  
of the tropics. In this latter case, we remark  
much more brutality in its action and its con-  
sequences seem more rapid and injurious.

Also let us conceive that the States of Europe  
dream of interdicting, within their own territory,  
the use of opium to those of their subjects who,  
as regards their functions or for other motives,  
depend upon the will of the governments and on  
their finances. The use of opium should not,  
it would seem, be withdrawn from these  
categories, any more than the use of ether or of  
absinthe. As for the simple citizens whose liberty  
of action cannot be hindered so long as they  
pay their taxes and do not compromise the  
laws of public safety, it is necessary to have  
the spirit of Denys of Syracuse in order to  
pretend to prevent them from amusing them-  
selves and intoxicating themselves at their  
discretion. But one has never asked whether  
outside of Europe, the same reasons of hygiene  
and of the proprieties exist, to incite us either  
to restrain the use of opium in our possession  
or to interdict it to European inhabiting these  
torrid climates; or above all, by that interdic-  
tion, to provoke the most delicate economic  
problem, and to compromise and destroy the  
financial equilibrium of the colonial possessions  
of Europe in Asia.

The reform of an age-long habitude can  
only be accomplished with the universal po-  
pular consent. The day when the yellow  
races shall desire to cease to smoke it, opium  
will disappear of its own accord, and without  
the intervention of authority. But if the yellow  
races do not at all wish to stop smoking,  
the governments would do well to renounce  
their revenues and to prosecute the less, and that will  
be all to the benefit of smuggling.

In the special case of Indo-China, the opium  
farm (revenue brings in annually 17,000,000  
francs to the Budget. If the State suppresses  
this farm, and free trade, it will lose 17 millions.  
It will be constrained to spend other millions  
to maintain a considerable corps of custom-  
house officials over more than two million kilo-  
metres of frontiers, all composed of mountains  
and forests. And the native will continue to  
smoke just the same as ever. As a result the  
moral advantage will not be attained, and the  
financial advantage will be lost.

And over and above that double injury,  
it appears that the malediction cast upon  
opium must not pass the frontiers of that  
Europe where it was pronounced. For no-  
body can pretend to have studied, in the  
Far East, the effects of opium. The most con-  
scientious of observers and some medical men  
have taken the trouble to analyze the forty-  
seven alkaloids of opium, and to isolate the  
morphine, and after one dosage, to call opium  
a morphine poison. That might be true for the  
opium that one eats. It is false for the  
opium that one smokes. For in order to  
smoke it is necessary to bring the morsel of  
opium to a heat of about 300 degrees. Now,  
morphine is decomposed at 250 degrees, in  
order to yield, like the other alkaloids, the pro-  
ducts of the "pyridic series," of which no one  
yet has been able to make the analysis, nor in  
consequence, to determine the toxicity. But  
smokers of twenty years' standing have deter-  
mined themselves the effects of a long custom,  
contracted and continued in the Far East.  
They have recognised in opium a preservative  
against cholera, dysentery, pneumonia, a  
powerful aid against muscular and cere-  
bral fatigue, or, to put it completely, an  
energy-saving food (un aliment d'épargne).  
Opium exalts the individualism. And through  
its agency the man of action excites his ardour,  
the politician gives keenness to his will, the  
artist expands his dream, and the thinker be-  
lieves that he can attain the truth.

This is what may be said of the Europeans  
who smoke opium in that region where nature  
has made it grow. As to the natives, opium  
has entered into their customs, even into the  
necessities of the yellow race to a much greater  
extent than in the West can be said of tobacco  
or alcohol. Opium is, at once, to-day, the  
stimulus of the educated, the amuseur of the  
idle, the distraction of the toilers, the comfort  
of the wearied, the soothing to sleep of pains  
and worries. It is upon the couch, prepared  
within all dwellings that the judge finds the  
formula adequate to the law and the penalty  
appropriate to the crime; that the poet con-  
trols a subtle conception; that the harmonious  
language; that persons in private life find calm  
and drive away the cares of business; that the  
philosopher attains to that happy indifference  
in the midst of all material systems. It is  
there that the musician finds away that pain  
which he cannot forget; that the fighter be-  
comes a conqueror; that the sick man finds a  
fresh hope; that the aged man finds a new  
reason for his existence; that the prisoner finds a  
new reason for his existence.

themselves to their goal; and the dying ac-  
quire the serene contentment of death. Euro-  
peans know well that opium alone can open  
closed lips, and make dumb consciences speak  
in the blue and odorous smoke spirals, will  
come the expansions of confidences, and the  
intimacies of friendship. And the smoking  
room is an instrument of political investigation  
as much as it provides either an intellectual or  
simply a sensual distraction. Whether it be  
under a silken mosquito net and on rare skins,  
within a dwelling sombre and silent, in a  
hall paved with marble and filled with ivories  
and fine carvings; whether it be on a simple  
plain woven mat in a pleasant isolated house,  
in the midst of the luxuriant plants of the open  
country; or whether it be on the bed of hard  
coarse plank in a little tea-house, at the cross-  
ing of dusty roads, under a dilapidated roof  
through which the burning rays of the sun  
may pass, amidst the shouting of coolies and  
the turmoil of the public market—the drug  
plays its continuous and preponderant part.  
And in the pipe of ivory or of tortoise shell  
circled with gold, in which the artistic taste of  
the mandarin finds gratification, opium sheds  
forth on all energy of body, the universal com-  
passion of the heart, the keen clearness of the  
soul, and the triple gift that alone may render  
humanly happy—the forgetfulness of the past,  
the disdains of the present, and a contented in-  
difference for the future."

**MATIGOL.**

## POOR MAN'S BUDGETS.

## HOW TO FEED A FAMILY ON 12S. 9D. A WEEK.

An attempt to answer the difficult question:  
"How to feed a family of five on 12s. 9d. a  
week?" is made in a publication of the York  
Health and Housing Reform Association.

The sum of 12s. 9d. has been selected be-  
cause it is the amount estimated by Mr. B.  
Seeborn Rowntree (honorary secretary of the  
association), in his work on "Poverty," to be  
the lowest cost of a diet which will keep a  
family of five in full vigour. The family is  
supposed to consist of a father, doing fairly  
hard work, a mother, and three children, aged  
11, 8, and 5.

The chart, which maps out a dietary for a  
week, provides for four meals a day, and the  
food, though cheap, is varied; Wednesday's  
dietary, for instance, is selected thus:

Breakfast: Tea, bread, dripping; porridge  
and treacle.

Dinner: Stewed liver, green peas (marrow-  
fat), mashed potatoes.

Tea: Tea, currant bread.

Supper: Cocoa, milk, bread, dripping, grilled  
herrings (two).

The suggested quantities used to provide these  
four meals are: 4 teaspoonfuls tea, 2½ lb. white  
bread, 7oz. dripping, 9oz. marrow-fat, 1oz. treacle,  
1½ lb. liver, 1½ green peas, 2½ lb. potatoes, 1  
large onion, 1½ currant bread (3oz. currants),  
2oz. cocoa, 1 quart skim milk, 2 herrings, 1oz.  
margarine, sugar, 7oz. dripping.

The association's programme is meat. Five pounds (consisting of  
liver, ribs of beef, breast of mutton, scrag end  
of mutton, and scrap beef) are recommended,  
and the cost is put at 2s. 2d. Other meats, etc.,  
which are recommended are: Tripe, 6d.;  
bacon (½ lb.), 3½d.; and 11 herrings, 1½d.  
Twenty-one pounds of flour are included, the  
cost to be 2s. 1d., and 2½ lb. of oatmeal, 4½d.  
A stilling's worth of skim milk (eight quarts)  
and 2½ lb. of dripping at 5d. per pound are  
other large items.

Other factors are: Treacle, jam, sugar, pota-  
toes, brinjals, carrots, barley, rice, lentils, peas,  
onions, fish, currants, tea (½ lb.), cocoa (6oz.),  
cheese, salt, pepper, and bones.

No allowance is, of course, made for intor-

No special merit is claimed for this scheme  
of meals," says the chart (which may be ob-  
tained for 1d. from the offices of the asso-  
ciation in York). "It simply shows how a few  
extremely cheap kinds of nourishing food may  
be varied to produce seven different dinners,  
together with some variety in breakfasts and  
suppers." Accompanying each day's program-  
me is a diagram showing clearly the energy-  
value of the day's meals.

Some valuable hints on foods and feeding—  
which should appeal to economical house-  
wives, especially those who have a hard strug-  
gle to make both ends meet—are included in a  
little supplement to the chart.

## Intimations.

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar  
at pupils' residence.

Evening engagements for Dances and  
Concerts.

Apply to—

**E. J. LOPES,**

*C/o Hongkong Telegraph Office.*

Hongkong, 9th March 1908. [502]

**A. CHAZALON & CO.,**  
6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English  
preserves just to hand—

TRUFFLED SAUSAGE,

BREAKFAST BACON,

CALF'S HEAD & HAM,

PEAS & HAM,

PORC, MUTTON & VEAL CUTLETS,

CHICKEN & HAM,

VEAL & GAME PATES,

MUTTON & CHICKEN CURRY,

ASSORTED SOUPS,

FRENCH JAM &

FRUITS IN SYRUP, &c.

Hongkong, 20th May 1908.

## Consigners.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"SARDINIA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 18th inst., at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No claims will be admitted after the goods  
have left the Godowns.

**F. J. ABBOTT,**

Acting Superintendent.

Hongkong, 11th June, 1908. [7]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENVOLICH,"  
FROM MIDDLESBRO, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery  
may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 19th inst. will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
26th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & Co.,**

Agents.

Hongkong, 12th June, 1908. [594]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival hereafter which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

**F. J. ABBOTT,**

Acting Superintendent.

Hongkong, 11th June, 1908. [7]

## NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge of the Vessel  
will be landed at once, at Consignees' risk  
and expense.

Cargo remaining on board after 4 P.M., of  
the 17th inst., will be landed at Consignees'  
risk and expense.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE DELIVERY of their Goods  
from alongside, such Cargo impeding the dis-  
charge of the vessel will be landed and stored  
at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
Undersigned.

**DAVID SASSOON & Co., LIMITED,**

Agents.

Hongkong, 15th June, 1908. [597]

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
the Rates (10/-) per Annum in Advance.  
The Rates (10/-) per Annum in Advance.  
The Rates (10/-) per Annum in Advance.  
The Rates (10/-) per Annum in Advance.  
The Rates (10/-) per Annum in Advance.

## Intimations.

**GREEN ISLAND CEMENT COMPANY,  
LIMITED.**



## Intimations.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

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BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

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AND

## BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.

PRICES PER PINT .....50 Cents

**A. S. WATSON & CO., LIMITED,**  
HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The rate per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage.

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Advertisements, to the Rev. J. B. Barton, C. M. S., at a special rate.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, JUNE 17, 1908.

## INDIAN FRONTIER WARS.

The history of the Indian Frontier War during the past quarter of a century is mainly a monotonous repetition of the same story of unprovoked aggression on the one part and of costly "punitive" expeditions on the other. The vacillating policy of the Imperial Government is in a great measure accountable for the inconclusive results achieved.

The recent daring raid of the Zakka Khels into Kashmir City itself, was of so flagrant a nature that it was deemed necessary to despatch a strong well organized and equipped force into their territory, to bring them to bay and capture their positions. Then followed a meeting of Jirgahs, and a settlement was effected on condition of the tribesmen surrendering a few hundred rifles and paying a fine of Rupees twenty thousand, which was less than the amount of the loot they had secured by their raid. The force returned to Indian territory within ten days of its entering the hostile country. This "punitive" expedition cost the Indian Treasury, or rather the taxpayer, no less than a million Rupees, an outlay far from

commensurate with the results actually attained.

The consistent moderation of the British Government has emboldened the tribes on the frontier to make intermittent and unprovoked raids on Indian territory. The direct consequences that they have learned by experience to apprehend as the outcome of outrages on the frontier, are the surrender of a quantity of generally old and unserviceable rifles and the payment of a sum of money. The tribesmen are fully convinced that it is the settled policy of the British Government not to permanently occupy their territory or establish posts therein. It is this firm conviction that has evidently emboldened the Mohmands to make their last raid upon Indian territory in such strong force, with the co-operation of thousands of Afghan auxiliaries, without the Ameer having intervened to prevent their departure across the border. His inaction is strongly animadverted upon by many Indian papers. The Ameer, it is reported, has replied to the remonstrance addressed to him by the Government of India on the subject and that His Highness has given satisfactory assurances of exercising greater vigilance to prevent a recurrence of such aggression on the part of his subjects. It is recognized by the leading Indian papers that a stronger line of action than mere remonstrances is required, and would have been taken by the Government of India, were it not hampered by orders from home. It is understood that the present ministry are strongly averse to the adoption of a strong and forward policy, which alone can secure peace and tranquillity on the Indian frontier on an enduring basis.—*Perak Pioneer*

## LOCAL AND GENERAL.

PRESIDENT Roosevelt has warned the Republic of Panama that the elections must be held fairly, or America will intervene.

ADMIRAL Li Chun and suite visited the cinematograph last evening and, returned to Canton on board the *Po Bit* this morning.

THE Shanghai Dock and Engineering Co., Ltd., subject to audit, will declare a final dividend of 12s. 3d. The total for the year will be 12s. 5d.

THE New Chinese Steamship Co., which has adopted for its title the "Chiao-Siao-Mail Steamship Co.," has now issued a first call on its subscribed capital of tcs. 6,000,000. This first call is 40 per cent payable before the 15th of the current month.

WITH a view of making himself personally acquainted with the capabilities of the various shipyards in Hongkong, Admiral Li Chun, of the Kwangtung navy, visited Messrs. Bailey's works at Hok On and also Kwong Hip Loong's shipyard yesterday afternoon.

BUSINESS at the Police Court, to-day, was of a very slack nature. The calendar was unusually small and was lacking of interest. The only case which commanded some attention was that in which a coolie broke into the Dairy Farm coolies' quarters, at Pokfulam, yesterday morning, and was in the act of leaving the premises with something like \$10 worth of private effects when he was seized. The thief was given six weeks' imprisonment.

THE steam yacht *Yungku* which is said to have been presented by the Japanese Emperor and Empress Dowager, was damaged by an explosion in the engine room while the yacht was under trial in Lake Kuenmin inside the Yikho Park some days ago in the presence of many high Chinese authorities. It is said that some of the Japanese who were on board the yacht were injured through the object of the explosion. The native proceeding this yacht to China was supposed to be for the purpose of securing big orders in connection with the proposed reorganization of the Imperial Chinese navy.

IN the Supreme Court, this afternoon, Mr. Justice Compton presiding, two actions were heard against the Kung Fat Wing firm, of 7, New Market Street, therein. The first claim was brought by the Cheong Lee Kin Kee firm, of Sha Chung, Canton, to recover the sum of \$16 8, and the second by the Wo Loong-Kee firm, of 94, Bonham Strand, in which they sought to recover \$177.79. Both claims were for goods sold and delivered to the defendants, Mr. H. R. Dennis, of Messrs. Dennis and Bowley, appeared for the plaintiffs. The defendants did not appear, nor were they represented. Mr. Dennis prayed his cases and got judgment.

THE senate banking and commerce committee, at Ottawa decided to report the Campbell bill on "bills of lading." As a result of a conference between Senator Campbell and the representatives of the steamship companies, the bill was amended in a number of particulars. The principle is that a steamship company cannot, by the terms of bills of lading, contract itself out of liability for damage to goods in transit, or for liability for delivery of wrong goods. The principal concessions which have been made to the steamship companies are that they shall not be liable for damage to goods by strikes, or causes beyond their control; that the owners of steamships cannot be indicted in any criminal court for violation of the act, though a \$5,000 penalty provision is retained. A new provision is inserted, protecting steamship companies from misrepresentation by the shipper as to the character and value of his goods. The original bill proposed that the steamship company had to defend suits for damages at the point of origin. This is changed so that suits have to be brought at the Canadian port of the shipment, or on the other side at the point of arrival.—*The World*

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## BRITONS WAKE UP!

To two Editors of the "Hongkong Telegraph": Sir,—The first duty of every able-bodied citizen is not only to be ready to defend his country in time of war but to prepare himself for that duty in time of peace.

"Englishmen alone amongst all the Nations of the World shirk this duty. I trust the splendid example of our Australian Colonies, in making every able-bodied Australian serve in the National Guard, will bring home to us a sense of our shame."

The above is an extract from a letter (with regard to military matters at home), written by Lieut.-Colonel Hoop, L. P. Downey.

I think his remarks may well be applied to this Colony.

The position of Hongkong renders it peculiarly liable to sudden attack in time of war; and if there is any place in the Empire where every "able-bodied citizen" should be ready and prepared to bear his part in its defence, it is Hongkong.

The fact that H.M. Navy and Army are so splendidly represented here in no way relieves the civilian from his individual responsibility.

The present Establishment of the Hongkong Volunteer Corps is 433, yet despite the numerous available British population of what I may call "Volunteering age," the strength of the Corps is under 300.

There must be a very large number of young men who have served as Volunteers at home, but (it may be in the absence of an Infantry Company here) have felt disinclined to take up a fresh branch of the service, and have not yet joined the Corps. This reason for standing aloof no longer holds good. The formation of an Infantry Company has been recently sanctioned by His Excellency the Governor, who has appointed a Captain to the command of the Company. Recruits are wanted in all the different Units of the Corps, particularly in the Infantry Company. All young men willing to join the Corps are invited to call personally at Headquarters, or write to the Staff Officer stating which branch they wish to join.

To all non-volunteers I earnestly commend, for very careful consideration, the remarks quoted at the commencement of this letter, and appeal to them to join the Hongkong Volunteer Corps.

I have the honour to be, Sir,

Your most obedient servant,

ARTHUR CHAPMAN.

Lieut.-Colonel,

Commandant, H.K. Volunteer Corps.

Volunteer Headquarters,

Hongkong, 17th June, 1908.

## COMMON DAY BY DAY.

RAILWAY STATION HELD UP.

[From Our Own Correspondent.]

Canton, 16th June.—On the 14th instant, there was a dragon boat race held in Kowloon, and the Canton-Hankow Railway Company arranged three extra trains to run on that occasion for the convenience of passengers who want in large numbers to witness the festival. The trains were crowded throughout that day in the first, second and third-class compartments. A good sum of money was collected on that day by the Kowloon station and this induced the planning of a robbery. At 8 in the evening, after the last train had left for Canton, a gang of robbers attacked the railway station and held up the staff. Fortunately, all the fares collected up to 6 p.m. had been taken to Canton, it is reported, and there was only left the paltry sum of about \$15. The robbers ransacked the station and made away with the money they found, together with the goods and other articles of the members of the station. The station guards offered resistance to the robbers, but, owing to the latter being in greater number, four of them were more or less wounded. After ransacking the station, the robbers set fire to it, which was put down after some damage had been done. The Railway Company has reported the case to the authorities, and it is reported that three robbers concerned in the outrage have been arrested.

## CHEAP RICE.

The distribution of cheap rice in Canton to the poorer classes of the community was at first contemplated to be discontinued at the end of the 6th moon, but seeing the failure of the first rice crop and the advancing price of the staple commodity day after day, the committee of the Cheap Rice Disposal Bureau is of the opinion to continue the work till the end of the 7th moon. However, there is no fund available to meet the extension of the project, and the committee of the Bureau reported the fact to the Viceroy. After consideration of the question H.E. has now kindly granted another sum of \$10,000 in aid of the distribution and he has authorized the Shan Hui Chu officials to appropriate this sum from the Government treasury towards the funds of the Bureau. Mr. Pan, director of the Or Yik Charitable Institution, has also promised to exert his utmost to raise funds towards the continuance of the good work.

## RICE SALES.

The daily proceeds from the sale of cheap rice during the days from the 11th to 14th day of this moon in the four sheds were as follows:

	East	West	Honam	Woongsha
11th	3,384	5,615	5,510	5,165
12th	2,650	1,684	1,394	1,301
13th	2,363	1,645	1,538	1,027
14th	2,192	1,484	1,269	1,042

## CLAN FIGHT TERMINATED.

The Kwangchow Brigadier-General yesterday returned to Canton from the Fa Yuen district and he has submitted a report to the Viceroy that the clan fighting there has been stopped; the people of the two parties have handed over their weapons to the local officials and order has been restored.

## Gallantry Rewarded.

## PRESENTATION TO CHINESE COXSWAIN.

## STEAMBOAT CO'S RECOGNITION.

A pleasing little ceremony took place at the office of the Hongkong, Canton and Macao Steamboat Co., Ltd., this afternoon. It was the presentation by the Secretary (Mr. W. E. Clarke), on behalf of this company, of a complimentary order to the coxswain and crew of the steam-launch *Kam Shin*, of Messrs. Tak Kee & Co., for services rendered in saving over a hundred passengers and crew of the ill-fated *Powson* on the night of the 8th inst. The presentation was a perfectly informal one. The coxswain, Lau Tai, received a complimentary order for \$500, and a sum of \$175 was handed him for distribution among the members of his crew for their share in the noble act of life-saving. To the crew of *Sampun* No. 808b, the Steamboat Co. donated an honorarium of \$25, all of which were most genuinely appreciated. The River Company's recognition of the excellent services of the Chinese coxswain and others who assisted him in his act of gallantry will, we feel certain, be lost upon the members of the seafaring fraternity in this port.

As regards the public presentation proposed by the Tung Wa Hospital, we understand a movement is on foot to obtain the Governor's gracious consent to make the presentation. It is earnestly to be hoped that His Excellency may be pleased to associate himself with a ceremony which is so praiseworthy in its character.

## ELEPHANT BREAKS UP A TRAIN.

## COLLISION ON HANGKOW RAILWAY.

The *Siam Observer*, of 5th inst., says:—We regret to have to record a serious accident on the Royal Siam Railway, by which two unfortunate persons lost their lives and several were injured, one of whom is not expected to recover. It seems that between 7.15 and 7.30 o'clock last evening, the usual heavy goods train from Ban Phai to Bangkok was coming at a good speed between Chien-grak Noi and Chien-grak. At kilometre 43.7 from Bangkok there is a slight curve in the line and while rounding this the train dashed into a large wild elephant which was straying on the line. The train, being an exceptionally heavy one, was drawn by two engines, in charge of Messrs. Ferdinands and Lawrence, and consisted of a guard's van, which was next to the second engine and 26 loaded goods trucks. It was a very dark night, and nothing whatever was seen of the elephant until the mischief was done. The train was travelling at the usual speed, the last down passenger train having gone on some two hours before.

The force of the impact was terrific. The first engine and the guard's van were crushed and then plunged over the bank into the borrow-pit about 24 metres from the side of the line, while the second was derailed and fell across the line. The breakdown was smashed into a shapeless mass and 13 of the wagons behind it were derailed, six of them being telescoped. Most of them were more or less seriously damaged, while the line was torn up for several yards. Fortunately, both the drivers stuck to their engines and so managed to escape with a few minor bruises and burns; the driver of the first engine found himself lying on the paddy fields but a Siamese officer of the first engine named Nai Chom, who tried to jump off, was caught among the debris and killed. Another man, a brakeman named Chin Plang, was killed at his brake and was thrown against the hot fire box of the second engine, it being a matter of great difficulty to extricate the body, which was fearfully mangled. The guard of the train had his arm broken. Another brakeman, Nai Lee, was very badly hurt, the handle of the brake which he was standing being driven through his ribs. He was brought down to the Bangkok Hospital, where he now lies in a critical state. Of the other seven members of the train staff, some received minor injuries and are to-day being treated at the Police Hospital.

The driver walked to Chien-grak Noi station and despatched a wire about the accident to Bangkok under two light engines with a breakdown gang under charge of Mr. Gierry, Chief Mechanical Engineer, R. R. D., were at once sent to the scene of it. According to an eyewitness the scene of the accident beggared description. A lot of the leading trucks were filled with slabs of firewood and this was thrown upwards and forward, covering the wreck of the engines and elephant. It is extremely fortunate that it did not catch fire as had it done so, the damage done would have been far greater. A considerable amount of damage was done to the line, which will take at least three days to put into proper repair again. Meanwhile, passengers on both the Korat and Paknampho lines are being transhipped from one train to the other past the scene of the accident. There will be no goods traffic for several days.

This, it may be noted, is the second accident of the kind which has happened during the present year, an elephant having been killed by a train near Lopburi on February 20th, although on that occasion but slight damage resulted, except to the elephant, which was killed. Had it been a passenger train yesterday in place of a goods one, the loss of life would probably have been terrible.

It is estimated that the amount of loss to the railway will be over ticals 60,000. The machinery of the engines had not been yet examined and, if they are badly damaged, the loss will be still heavier.

THE Police have inaugurated a campaign against opium-smoking in Hongkong. Several were captured in the city in the course of the day to-day and imprisoned.

## Tragedy at West Point.

## CHINAMAN THROWN OUT OF A WINDOW AND KILLED.

## TWO SUSPECTS ARRESTED ON MURDER CHARGES.

Sensational particulars were collected this morning of a most dastardly murder which was perpetrated at West Point before darkness fell yesterday.

Two men, who are supposed to be coolies, residing at 215, Des Vaux Road West, have been arrested on suspicion of having committed the murder. To-morrow they will be arraigned in the Police Court on the charges.

Very little is known of the murdered man. Inquiries as to what was his occupation have not elicited much information. This much is known, however. His name, from certain documents found on him, was Lau Chan. He was not a resident in the Colony, but was only down here on a matter of business. From appearances he was about forty-five years of age.

That the murder was a deliberate one will be seen from the story which has been placed at our disposal. During the latter part of last week or early this week—the exact date is not yet known—Lau Chan came to Hongkong, from Canton, to recover a debt of some \$150 from a man residing at 215, Des Vaux Road West. Now the question that is puzzling some minds is whether the money was owed to Lau Chan, or whether he was acting as agent for another party. This will probably be known when the trial begins.

Be that as it may, Lau Chan called on two occasions to get the money. It is obvious that the debt was not discharged. He called again at the house at half-past six o'clock last evening. There were two men in the house at the time, the alleged debtor and a friend. Lau Chan demanded that the account be settled, as he could not afford to remain in the Colony much longer. The debtor, it is stated, admitted that he could not pay, as he had nothing to pay it with. Lau Chan is believed to have used language not altogether complimentary to the debtor, and a quarrel began, which was quickly followed by an exchange of blows. During the ensuing struggle the debtor and his friend were alleged to have picked up Lau Chan and throw him over the window.

Des Vaux Road West at that time of the evening was well filled with pedestrians, and the shouts of "Save life," coming from the top floor of one of the buildings, followed by the sight of a man falling through space, and landing on his back in the middle of the road, caused no little excitement.

The news reached the police at No. 7 Police Station in record time, and Inspector Robertson, accompanied by several of his officers, were quickly on the scene with an ambulance. They found the man in an unconscious condition, and proceeded to remove him to the Government Civil Hospital, but he expired on the way from his injuries. The body was taken to the mortuary, which lasted some time. At a late hour the work in a position to place two men under arrest on suspicion of having committed the foul deed.

## SUDDEN DEATH OF MR. LEMKE.

The sudden death of Mr. R. Lemke, manager of Messrs. Arnold, Karberg & Co., which occurred shortly after noon to-day, came as a shock to the business community of Shanghai, of which deceased was a prominent member, says the *China Gazette* of to-day.

Mr. Lemke was at his desk as usual during the entire forenoon, when about twelve o'clock he became very pale and mentioned that he was feeling badly. Dr. Kreig was summoned, Mr. Lemke in the meantime lying down on a sofa. When Dr. Kreig arrived he did not at first consider the matter very serious, but after several minutes a sudden change overcame the unfortunate man, and he expired shortly afterwards—about half an hour after he had first complained of feeling unwell.

The exact cause of Mr. Lemke's death has not been ascertained at this writing, but we are informed that it is probably heart failure superinduced by the great nervous strain to which deceased has lately been subjected in connection with the affairs of the great business house he managed. His firm in common with nearly all others in the Settlement, has had its operations considerably upset owing to the depressed condition of trade generally, the principal difficulty being that large amounts of money which are urgently needed are tied up in goods bought for Chinese customers who have failed to take up the cargo in accordance with their contracts.

Mr. Lemke, upon whose shoulders fell the direction of Messrs. Arnold, Karberg & Co.'s enormous operations, even under ordinary circumstances, had to withstand an enormous strain, and when in addition the present extraordinary trade difficulties hovered over the firm's operations, it was not surprising to learn that his nerves and system were becoming shattered. His physician several weeks ago advised him to take a holiday in Japan, from which deceased had just returned.

Mr. Lemke was born in Bielefeld, Germany, forty-one years ago. He came to China at the age of twenty-one and has always followed a commercial career. He became the manager of Messrs. Arnold, Karberg & Co.'s Shanghai business in 1899. For his wife, a daughter of Mr. Arnold, the founder of the firm, much sympathy will be felt in her sudden bereavement.

While the *Empress of India* was pitching in a head sea at Victoria, B.C., on her last trip, during a strong south-east gale, James Robertson, an able seaman—a resident of Victoria, was swept from the forecastle head and drowned. Commander James saw him swept by the side of the steamer and, without delay, he was able to do anything to save him, the other being not nearby.

## A FOREIGNER'S CURIOUS APPEAL.

## A TRUE EXAMPLE OF HOW KINDNESS IS REPAID.

For pure impudence commend us to that foreigner who appeared in a certain police station in the Colony yesterday evening and begged the inspector on duty to help him from being "hooked," as he put it, by a certain party. His appeal was to put it mildly extraordinary.

"What is it you want?" asked the inspector. "It is a very curious thing," the foreigner began. And proceeded: "About three months ago I went to live with a friend. At that time I was in 'pretty bad straits.' I had only \$5 in my pocket. For three months I paid nothing for my board and lodging, nor was I asked for payment. At the end of the first month I spent all the money I had, and now I want to leave the house I cannot go—they will not allow me to go—they have seized my property."

"Do you mean to tell me that you want to go away from your friends after they have kept you for nothing so long?" asked the inspector. The foreigner, looking much abashed, granted "yes."

"What do you want me to do?" continued the officer.

"I would like you to send a man to the house to get my belongings," came the reply.

"Do you want anything else?" the inspector inquired sarcastically.

"All I want are my rights," from the foreigner. A spectator murmured something which sounded like "ungrateful dawg," and the foreigner was told very nicely that nothing could be done for him.

The reason for this curious appeal, was explained later. It appears that the foreigner had obtained from his "keeper" on many occasions small sums of money. Last week he applied for a \$50 bill, and was refused. The question of leaving the house then arose, with the result that the master of the house seized his belongings, knowing full well that it was his boarder's intention of disposing of them. After spending the money he would return once more to the house, there to take up his abode for another indefinite period.

## BANKRUPTCY.

## A SMALL CALENDAR.

The Chief Justice, Sir Francis Pigott, presided in Bankruptcy Jurisdiction this forenoon. The calendar was a very small one, only three cases to be heard, and all of them of a trivial character.

In the matter of Kwong Hang Tai, the Official Receiver (Mr. Wakeman), applied for the forfeiture of his security—\$3,300—as he had stood guarantee for two of the debtors for their appearance. Mr. Goldring, he stated, appeared for the guarantor.

Mr. Goldring said he appeared for the guarantor, who had always been in the Colony, and, incidentally, for the debtors.

The Chief Justice—You cannot say "incidentally."

Mr. Goldring said he appeared also for the debtors. They were in Court and could be put in the box and examined.

The Official Receiver stated that he could not examine the men as he had not seen them. The debtors were called and questioned as to why they failed to call at the Official Receiver's office. They stated that they had always been in the Colony.

The Chief Justice—Why were you not here before? Why were not your addresses supplied to the Court?

The debtors stated that they had seen the ex-Official Receiver, but not Mr. Wakeman. Mr. Wakeman—That is true. They did see Mr. Kemp. I wrote them on the 6th April, but got no answer. I was told that they had left the Colony.

The guarantor was next called.

The Chief Justice warned him that if on the next occasion the debtors were not in Court when they were wanted his guarantee would be forfeited. So, if he wanted to save his money he would have to bring the debtors.

## OPIMUM SMOKING.

The Ministry of War appears to be honest in its efforts to suppress opium smoking among the rank and file of the Luchun troops in China. An artillery Lieutenant of the 6th Division of Luchun in the Nanyuan Park nearly lost his head when it was discovered that he was smoking some days ago. He was caught red-handed by General Wang Ying-chieh, Assistant Commander-in-Chief of the 1st, 3rd, 5th and 6th Divisions in North China (with are under the direct control of the War Ministry) in a Chinese eating house; but ultimately he was taken back from the execution ground and dismissed upon the intervention of this whole body of officers of Division. Before his dismissal the unfortunate officer received 60 blows on his back from a leather whip as a warning to others.

Besides this, General Wang has also discovered through his private detectives that the native bank Heisai, which has dealings with the various Divisions, has a special opium smoking room for the use of officers of the 1st and 6th Divisions. This matter is now in the hands of General Tien Liang, President of the Ministry of War. In order to carry out the anti-opium campaign in the Luchun force as effectively as possible, fresh orders have been issued by Prince Ching, as Commander-in-Chief of the War Ministry, in which opium smoking is criminal act among soldiers and all officials who are in the employ of the various military Divisions. He has ordered that smokers of the pernicious drug, whether habitual or not, will be summarily decapitated when caught. On account of this strong action of the War Ministry no one from the Commander-in-Chief down to the rank of the private soldier is allowed to smoke opium. But the anti-opium campaign is not confined to the military alone, it is being carried on in the civil service as well. It is being carried on in the civil service as well.



## Telegrams

## "HONGKONG TELEGRAPH" SERVICE.

## CONSTITUTIONAL GOVERNMENT.

## A PARLIAMENT FOR CHINA.

[By courtesy of the "Shung Po"]

Peking, 16th June.

H.E. Chang Chih-tung is of opinion that an early date should be fixed for the institution of a Parliament for China in compliance with the wishes of the people.

Most of the Grand Councillors have fallen in with his views.

## REORGANISATION OF THE NAVY.

## DIVERGENCE OF VIEWS.

[By courtesy of the "Shung Po"]

Peking, 16th June.

A certain Viceroy has urged that the period of ten years be the maximum time within which the reorganisation of the Navy should be completed.

H.E. Tieh Liang, president of the Ministry of War, considers it too long a period and is desirous of a speedier scheme.

Contrary to all expectations, most of the Grand Councillors are of opinion that it will be time enough if the naval programme is completed in fifteen years.

The War Minister is reported as being thoroughly disappointed at this consensus of opinion.

## CHINESE SUBJECTS.

## FOREIGN NATURALISATION DISCOURAGED.

[By courtesy of the "Shung Po"]

Peking, 16th June.

It is proposed by the Waiwun to prohibit Chinese citizens from naturalising themselves as subjects of other Powers.

This prohibition is intended with a view of discouraging litigation.

## FRANCE AND CHINA.

## THE YUNNAN TROUBLE.

[By courtesy of the "Shung Po"]

Peking, 16th June.

On the plea of protecting its own territory, France has despatched troops to the Yunnan frontier.

The Imperial Government has wired the Chinese Minister to Paris to ascertain the French Government's intentions in the matter.

## [Reuter's.]

## Obituary.

LONDON, 15th June.

The death of the Earl of Derby is announced.

## The German Navy League.

At the annual meeting of the German Navy League, held at Dantzig, it was resolved to oppose the participation in party politics of the elected new executive; but the proceedings were carefully arranged to heal the split following on the late executive's opposition to the centre candidates' elections.

The Governor of the provinces conveyed the wish of the Government that the league should not be dissolved, but consolidated on non-party lines.

The Imperial Majesty the Kaiser in a telegram said that the League, in serving the Fatherland, was seeking to secure to the navy that which would ensure peace.

Prince Henry telegraphed later renewing his patronage, and thanking the League for a brilliant and patriotic day's work.

Later.

## MOROCCO.

Mulai Hafid's adherents have captured the Algerian army instructors at Alcazar and sent them to Fez where they have been placed in irons.

## The Amur Railway.

The Amur Railway Bill as adopted by the Duma has been passed by the Russian Upper House by a large majority.

## RUSSIAN STEAMERS DETAINED AT NAGASAKI.

The Russian steamers *Amur* and *Dnieper*, belonging to the Far East Steamship Company, are still detained at Nagasaki, where they were attached three months ago by the Japanese Goliery Company, of Nagasaki, on a claim against coal supplied amounting to about ¥20,000. According to a Nagasaki dispatch, all remittances having stopped, the captain of the two steamers have no means to purchase provisions for the crew and have appealed to the Russian Embassy in Tokyo for assistance.

The Russian Consul at Nagasaki has sent a telegram to the owners of the steamers, advising them to the effect that the Japanese Government is generally well disposed to the foreign and Chinese communities in North China.

## THE WAIRAIWAI LAND AND BUILDING CO., LD.

An extraordinary general meeting of shareholders in the above company was held at Shanghai on 12th inst. Those present were: Messrs. A. MacLeod (chairman), J. M. Young, C. W. Wriggins, E. J. Hogg, W. A. C. Platt, B. F. Bell, H. G. W. Hayter, W. S. Murray, W. S. Jackson, A. P. Wood, and P. F. Lavers (secretary), representing 1,158 shares.

After the secretary had read the notice calling the meeting the chairman said:—

At our meeting on March 12 last, I stated that provided the necessary formalities could be effected at a reasonable cost the Directors would take steps to repay to the shareholders the funds which have been kept in reserve for developing the Company's interests at Weihaiwei, and as it appears certain that successive British Ministries have no definite policy, except to neglect the dependency (hear, hear), we now ask you to adopt the resolution that has been read to you: "I will be borne in mind that the unissued capital of the Company will be available if at any time scope is offered for the profitable investment of capital. With regard to the means which we have of making this return I may mention that we hold debentures to the par value of Tls. 20,000, but as we bought these at a discount they stand in our books at Tls. 10,410. We have in anticipation of this resolution being passed and availing ourselves of the demand which has existed during the last month for debentures of every description realized nearly all these debentures at a premium, of which the average is over one per cent. To return five taels a share on 3,674 shares which were issued will require Tls. 18,370, so that as we hope to put through all these legal formalities with the assistance of our friend Mr. Platt at a very reasonable figure (hear, hear), we shall have quite enough money to pay back these Tls. 5 of capital and still have a small credit balance to the good. I really think, gentlemen, that in the interests of shareholders it is the very best thing we can do. It is no use keeping a lot of money in debentures which half of the shareholders do not benefit by at present, and as I have said before if at any time there should be a prospect of Weihaiwei being developed in any way we have still a large amount of uncalled capital which may be available for this purpose. With these few remarks I beg to propose the following resolution:—

"That the capital of the Company be reduced from Tls. 250,000, divided into 10,000 shares of Tls. 25 each, to Tls. 20,000, divided into 100,000 shares of Tls. 20 each, and that such reduction be effected by returning to the holders of the 3,674 shares that have been issued paid up capital to the extent of Tls. 5 per share and by reducing the nominal amount of all the shares from Tls. 25 to Tls. 20 each."

Mr. E. J. Hogg seconded, and on being put to the meeting the resolution was carried unanimously.

The Chairman then said that the necessary steps would be taken to carry out the resolution, but before that could be done they must call a confirmatory meeting in about thirty days more.

This, the Chairman said, concluded the business of the meeting and he thanked those present for their attendance.

## THE AMUR RAILWAY.

General Subbotich, who is a great opponent of the Amur Railway, has this to say about it:—The Government intends to complete this railway of 2,040 miles in 1912, that is, in four years (which, owing to the climate will only yield sixteen working months), but to do so they will have to employ from fifty to one hundred men per verst, and as the local population is only 0.4 person per verst, and it would be impracticable to send out from European Russia such a number of workmen as would be required, the only thing the Government can do is to import an army of 200,000 Chinese labourers from Chelon, with the prospect of having to keep a considerable part of it in army permanently, since the line will need to be repaired, and the snow will have to be cleared away, etc. In other words the enemy whom Russian patriots dread is to be put in possession of this "strategic" line, which is directed against them. Of the Rls. 300,000,000 which the Duma will vote, the Chinese will receive at least half "so that Chinese will not only have come into peaceful possession of a good slice of our territory, but will have received a large 'indemnity' into the bargain."

## JAPANESE CASTAWAYS AT YOKOHAMA.

The Brazilian training ship *Benjamin Constant*, which arrived at Yokohama from Honolulu on the 3rd instant, brought twenty Japanese castaways. These Japanese are the members of the crew of the *Unkyo Maru*, a schooner of 70 tons, owned by Kawasaki Heavy Industries of Shizuoka prefecture. The schooner left Shizuoka in January last for the purpose of taking birds on a Pacific island named Caspary (?). They landed on the island with 25 bags of rice, and remained there until February 24th last. Then they removed to Wake Island, and the schooner left for home promising to come back in a month. Nothing was heard of the schooner from that date, and the castaways had to face the prospect of death from starvation. Fortunately, however, the men sighted a warship passing the island, and signalled for assistance. The vessel, the *Benjamin Constant*, responded to the appeal and brought them safely back to Japan.

BOTH Mr. Ito and Mr. Koriokovets, the new Japanese and Russian Ministers to China, may be expected in Peking about the end of the present month. As both Ministers are experienced in Chinese affairs and are not strangers to the country, their appointments are generally welcomed by the foreign and Chinese communities in North China.

## CHINESE ENGINEERING AND MINING CO., LD.

## RUMOURS OF AN ATTEMPT AT A SETTLEMENT.

Reverting to the article in our issue of 23rd of last month in which we recounted the particulars of the transaction of the disposal of the old Kaiping Mining Co. to the present Chinese Engineering and Mining Co., Ltd., we again desire to draw attention to this matter through our columns, as we learn, since that article appeared, efforts are being made to appoint representatives approved of by all parties interested to try and bring about a settlement of all questions in dispute.

Before, however, expressing our views upon the desirability, or otherwise, of such a course being taken, we recapitulate, as a case for the Chinese, some of the most important points dwelt upon in our article of 23rd ult., as so many of our readers failed to obtain copies of our issue of that date, viz:—

1.—One of the conditions of the memorandum of sale of the entire undertaking to the new company was that the affairs of the company should be managed in China by a board of shareholders presided over by Chang Yea Mow as Director General of Mines.

These conditions were wholly disregarded. 2.—The entire undertaking (including goodwill) was sold by the Chinese to the promoters of the new concern in exchange for £375,000 worth of shares in the new company, the promoters re-selling the concern immediately afterwards to the new C. E. M. Co., Ltd., for £1,000,000.

3.—The new company, owing to its enormous expenses of management, etc., (particulars of which were set forth very clearly in our article of 23rd May) could only pay in the most flourishing years of its existence, a dividend of 15% per annum. The old company, if it had been retained by the Chinese by raising a loan instead of selling to the foreigners, could, at the present time, have been paying 40 to 50%.

4.—It was obvious that the company had taken a form that was never intended by Chang Yea Mow when he entrusted full power to the agent of the promoters of the new company in expectation of honourable treatment and an honest compliance with the conditions agreed upon.

With these facts before us, we venture to predict that the appointment of representatives approved of all parties, entrusted with the duty of bringing about a settlement, although done with the very best intentions, can only result in a 'deadlock', unless these representatives are prepared to agree on the main question, which, in our opinion, is the only honourable settlement that can be arrived at, viz:—

That they insist upon the terms of the memorandum being genuinely put into force and that adequate compensation be given.

We consider it our duty as Chinese in the interests of our country to do our best to keep this matter clearly before the notice of our readers and we trust our endeavours will not have been in vain.

If the mining company will not come to terms on the main question, then, we feel sure, that British prestige in China will suffer, but we have every confidence that the British Government when thoroughly acquainted with the facts will not tolerate such a very palpable injustice, but will insist upon an honourable settlement.—Chinese Public Opinion.

## TRADE IN BANGKOK.

It is by no means an unusual thing in Bangkok, as elsewhere, to hear complaints from business men as to slackness of trade, but apparently the complaints have never been as apparent as well based as they are at present, especially in the matter of imports, says the *Siam Observer*. At any rate "absolutely no business" is the general cry of the principal import merchants, while for the most part the exporters have it that despite a certain amount of business being carried on matters have to be run so fine as to reduce profits to a vanishing point. Many reasons are given for the existing condition of affairs, each of which probably is more or less correct, but it would appear that the main one is the reflex of the practical stagnation in trade which so afflicted Hongkong and Singapore at the beginning of the year and which has not yet been entirely got over. There are additional local causes for the present commercial stringency, one of which is no doubt the uncertainty which existed as to the continuity of the fixity of exchange, which has now been got over, while the other is not unusual at this time of year just before the Budget Report makes its appearance. At this period of the year there is a general tendency, not only of Government Departments but of many other whose business to no small extent is contingent upon the demands of the Departments for the coming twelve months, to keep as close as possible in the matter of expenditure beyond that absolutely necessary. This, not unnaturally, makes itself felt in all surrounding directions until the extreme outskirts are reached. Trade generally languishes here somewhat in May, June and July and picks up again during the period lasting from August until the next Chinese New Year, when its current again becomes sluggish. The good rice crops of this year over more than two thirds of the rice-growing districts of the kingdom have, of course, done much towards preventing the stagnation from ever arriving at a critical stage and it must be remembered that the prosperity evoked by a good rice season does not make itself generally felt, except to the original cultivators, till many months after. It may be safely assumed therefore that there is nothing to be particularly anxious about in the present commercial stringency, which is due to natural economic causes. One feature of it has been that there have been no failures of any magnitude, and that those who have been the worst affected have been among the last to complain, while another is that everybody seems to regard the stagnation of the local markets as a merely temporary one.

## THE BRACHUQUER.

Sheltered under the enormous roots of a giant coconut palm, that had been torn up by the hurricane of the week before, and now lay stretched on the ground, he lay half asleep, his bare feet cooled by the waters of a luscious tide, that in soothing wishes swept higher and higher on the burning sand, to retire silently before again mustering its forces to advance on the slowly receding beach. As a larger wave than usual covered his ankles he stooped to roll up the legs of his trousers—a dirty pair of blue dungaree pants, which with a single comprised his outfit. For the first time he became aware of his presence, and hastily rising to his feet he raised a finger in a salutation and began, "Heg pardon Mister, but I ain't had nuthin' to eat since yesterday." "To drink you mean," I broke in sarcastically, listening to a string of denials and protestations ending up with "elp me Gord."

"Motioning him to be seated, I promised sufficient for a drink, if he would honestly tell me what had brought him into his present plight, adding I was no old wife or temperance worker to be gulled by his patter. "Well, I'll tell you the truth," he said. "My name, at leastways one of them, is Bill Kent, and under that I shipped from Liverpool as an A. B. in one of the rottenest tubs as ever cheated the underwriters. The firemen were Liverpool Irishmen and you can guess what that meant, and the Old Man a Scot from Aberdeen awa. On the fourth day out the foci's hands took up the beastly grub in their pans, and asked him to look at it as the mortified refuse of the slaughter house, but he cursed us up hill and down dale for the laziest scum, declaring the food was according to the Board of Trade regulations, and winding up with 'You'll get your whack and you'll get nae mair.' The boatswain, a monkey faced old sea dog, asked if we had brought our footmen aboard, and why we had left behind our French chisel. So getting no satisfaction more than scolding the cook's face in throwing the muck at him, we all swore to desert the first opportunity."

When we arrived at Aden, Ned Peeter brought out a copy of the Merchant Shipping Act and with his thumb on the rule we went at demanding to see the shipping master.

"I never heard of such a thing before," said the chief mate, "that's the worst of manning a ship with English hooligans instead of honest Dutchmen or well behaved Chinese," but the Skipper knew better than refuse, though he swore all round and abused us and our families, to the first generation as a scab eaten dirty lot with a sea lawyer at our head, and we munched ashore next day. A mild looking Hindoo gentleman spoke quite nicely to us, saying animal food should be used sparingly and shall, rice, ghee and such like was more suitable in warm weather, and then we were told to return to the ship and an official would be sent to examine into our complaints.

In the afternoon a stout European comes aboard, and was met by the Old Man nearly shaking his hand off at the elbow just for all the world as if he were a long lost brother, and down they goes to the cabin. Then we hear the steward called and a popping of corks. After a little he comes up and as we were all standing in order tells us that from all he can hear the food is of excellent quality and tasted quite nice. "Oh it did, did it?" cries out Ned Peeter, "Well here's some more of it for you to try," and he holds out a piece of newspaper under the gent's nose into which the scraps over from the dinner had been gathered. The smell was terrific, and the stout party fell back against the rail and began to cat over the side, then he makes a bolt down the ladder into his boat getting slobbered over with the contents of the paper throw after him by Ned. The Skipper swore we had disgraced his ship and committed an assault on a Government officer for which there were all sorts of dreadful penalties, but we hears no more about it and things were better for some days, a lot of stuff being chucked over the side. But there were other bits of unpleasantness such as the mate's habit of calling out the watch at odd times, and all hands on deck when there were no necessity, and so I made up my mind to bolt first opportunity. We all expected a spell on shore at Singapore, which is one of the best places in the world to do a long snooze and sponge in, though I hear it's not nearly so good as it used to be. Heie you can feed with a Chow on less than two pence a day and have a real live lubricant for a penny. Then the roads round the hotels are a gold mine, not to say anything of afternoon trips to see the ladies at Tangle, where a starving wife and family at home is always a good chow.

However the orders were "no leave ashore," and we discharged in the roads, from which we hungrily eyed the towns blazing with lights and thought of all the goodly goodies behind it. We had about fished discharging when we heard that the ship was bound for Rangoon to load rice for Naples, no welcome news as there the boats have a down on sailmen, so many having run up country and became the husbands of Burmese ladies, having a real good time.

Fortunately I sighted a sampan tied astern with a Chinese asleep in it, and getting my bundle together, I slid down the rope. One of the stokers saw me and in a trice also got on board. Seizing the oars we made for land, kicking at the Chow who began to holler out. It was some time before we saw a boat put off from the ship in pursuit, our mates having no great desire to hurry.

Well, we reached the point, and struck land, hiding in a coconut plantation all night, and when I woke up, I found the dirty swab of a fireman had made off with my clothes, which were worth a lot, so knowing I would get no wages if I deserted I had been a good customer to the ship chandler on board.

And now Mister, I'm lying quiet for a day or two, but I've such a thirst that unless I get a drink I'll have to risk town.

Thank you, Mr. Peeter, and good night. I'll be in the morning.

## To-day's Advertisements.

## NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "G. EBEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of June, at 9.30 A.M.

All Claims must reach us before the 27th of June, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned:

## NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 16th June, 1908.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co's Steamer

## "SOCOTRA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 16th June, 1908.

## TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at \$50 plus taxes per month.

Immediate possession.

Apply to—

A. RAYMOND, C/o S. J. David & Co.

Hongkong, 17th June, 1908.

## WATER RETURN.

Level and storage of water in reservoirs on the 1st June.

CITY AND HILL DISTRICT WATER WORKS.

LEVEL.

1907. 1908.

Tytam ..... 14' 2" below 13' 10" below

Tytam Byewash ..... 16' 1" below 14' 1" below

Tytam Intermediate ..... 2' 7" below 2' 7" below

Pokfulum ..... 3' 6" below 2' 2" below

Wong-nai chung ..... 2' 3" below 2' 8" below

STORAGE GALLONS.

1907. 1908.

Tytam ..... 274,075,000 71,200,000

Tytam Byewash ..... 5,012,000 696,000

Tytam Intermediate ..... 181,399,000

Pokfulum ..... 58,420,000 22,200,000

Wong-nai chung ..... 27,553,000 8,997,000

Total ..... 365,960,000 287,566,000.

Consumption of water in the City and Hill District during the month of May.

1907. 1908.

Consumption ..... 133,288,000 143,580,000 gallons

Estimated population ..... 236,100 206,766

Consumption per head per day ..... 16.8 22.4 gallons

Intermittent supply by Rider mains up till the 17th May, and constant supply in all districts to the end of the month 1907.

Constant supply in all districts during May 1908.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL.

1907. 1908.

Kowloon Gravitation Reservoir ..... 2' 3" below 2' 3" below

STORAGE GALLONS.

1907. 1908.

Kowloon Gravitation Reservoir ..... 116,500,000 gallons

Consumption of water in Kowloon during the month of May:—

1907. 1908.

Consumption ..... 18,681,000 22,200,000 gallons

Estimated population ..... 82,450 82,900

Consumption per head per day ..... 7.3 8.6 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATMAN, Water Authority.

Dr. Koch, who arrived at Yokohama on board the P.M.S. *Siberia*, immediately went up to Tokyo. Twenty-eight medical and scientific societies have arranged elaborate receptions in his honor.

Dr. Koch is Singapore's first President.

## Intimations.

## THE ROBINSON PIANO CO., LTD.

## SPECIALISTS IN

## High Class Pianos

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## WORLD.

## STEINWAY.

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## ALL PIANOS SPECIALLY CON-

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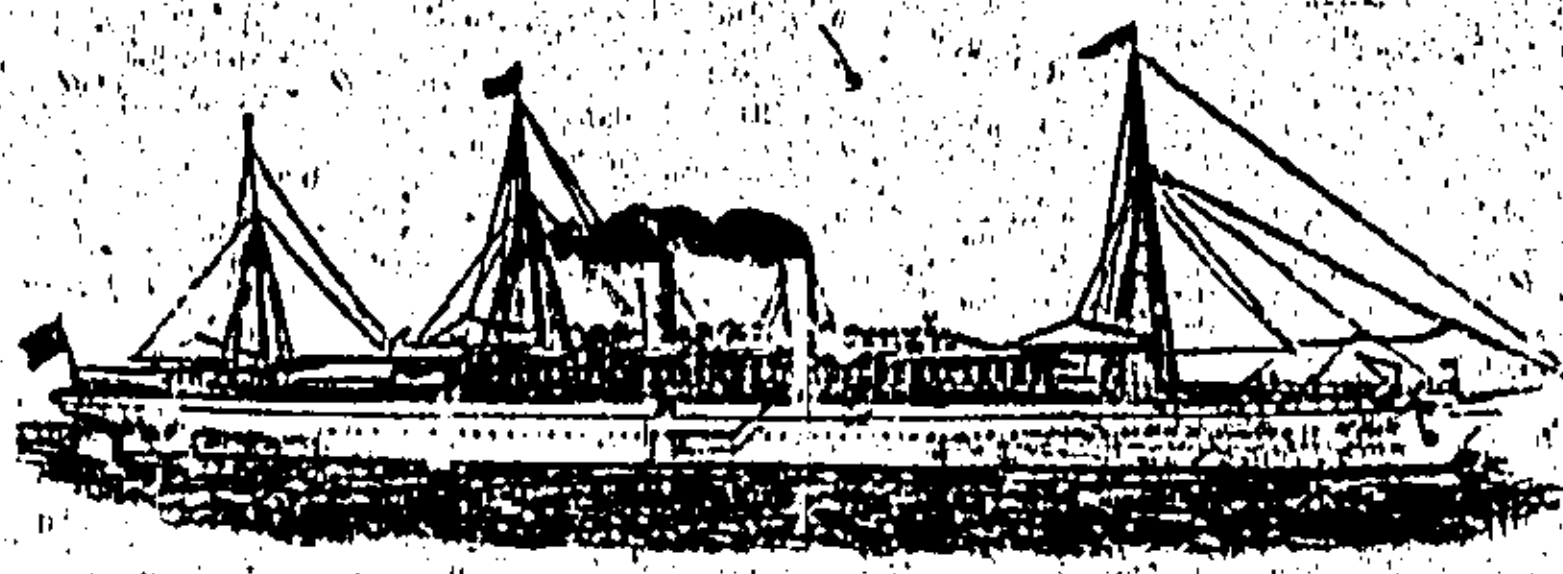
## EASY PAYMENTS.

## INSPECTION INVITED.

Hongkong, 4th June, 1908.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"LENNOX"	3,700	THURSDAY, June 18th	July 17th
"EMPRESS OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	5,163	SATURDAY, July 11th	Aug. 4th
"EMPRESS OF CHINA"	6,000	SATURDAY, July 25th	Aug. 15th
"GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPRESS OF INDIA"	5,000		

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M. S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatine "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £75.10.  
Hongkong to London, Intermediate or 2nd Class on Railways ..... £40.      £44.

First-class rates to London include cost of Meals and Berths in Sleeping Car while crossing the American Continent by Canadian, Pacific & direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## (PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SANDAKAN	MAUSANG	THURSDAY, 18th June, 4 P.M.
TIENTSIN & SWATOW & CHEFOO	CHEUNG SHING	FRIDAY, 19th June, 4 P.M.
MANILA	LOO GONG SANG	FRIDAY, 19th June, 4 P.M.
SHANGHAI VIA SWATOW	HAI GONG SANG	SUNDAY, 21st June, daylight.
SHANGHAI, YOKOHAMA, KOBE	KWONG SANG	MONDAY, 22nd June, Noon.
SHANGHAI & MOI	NANSANG	TUESDAY, 23rd June, Noon.
S'GAPORE, PENANG & CALCUTTA	FOO SANG	WEDNESDAY, 24th June, Noon.
MANILA	YUE SANG	FRIDAY, 26th June, 4 P.M.

## RETURN TOURS TO JAPAN.

The steamers *Kaitang*, *Namang* and *Fookang* leave about eve v 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 51.

Hongkong, 17th June, 1908.

## CHINA NAVIGATION CO., LIMITED.

## FOR STEAMERS TO SAIL

HOIHOW, PAKHOI & HAIPHONG	"CHIEH"	18th June, daylight.
SHANGHAI & CHINKIANG	"LINAN"	20th " 4 P.M.
MANILA	"TAMING"	23rd " "
MANILA, ZAMBOANGA, THURSDAY	"OHANGSHA"	27th " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 17th June, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	3540	Almond	MANILA	SATURDAY, 20th June, at Noon.
ZAFIRO	3540	R. Rodger		SATURDAY, 27th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 17th June, 1908.

## Shipping—Steamers.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOOCOW.

## THE Company's Steamship

## "HAIMUN"

Captain Evans, will be despatched for the above Ports, on FRIDAY, the 19th instant, at 2 o'clock P.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.

Hongkong, 15th June, 1908.

## "SHIRE" LINE OF STEAMERS, LTD.

## FOR LONDON AND ANTWERP.

## THE Steamship

## "CARDIGANSHIRE"

will be despatched for the above Ports on the 20th June, 1908.

To be followed by

S.S. "CARNARVONSHIRE"

sailing on or about 10th July, 1908.

For Freight and further Particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 11th June, 1908.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

## "ALDENHAM"

Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 9th June, 1908.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOI, KOBE AND YOKOHAMA.

## STEAMER

Tons. Captain. Sailing.

1908.

Tremont 9,606 Curlick 1st July

Swerve 6,232 Shotton 23rd July

Kumeric 6,232 Cowley 19th Aug.

Shawmut 9,606 Roberts 12th Sept.

## CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensure steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

\* Steerage Passengers only.

## PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 10th June, 1908.

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 o'clock

evening, (Saturday excepted).

Leave Canton for Hongkong at 5-30 every

evening, (Sunday excepted).

These Fine New Steamers have unexcelled

accommodation for First Class Passengers and

are fitted throughout with Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey—24.

Meals ..... \$1.25 each

The Company's Wharf is situated in front

of the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.

and

SHIU ON S.S. CO., LD.

No. 3, Queen's Road West.

Hongkong, 10th June, 1908.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM

## FOR

STRAITS, OCEYLO, AUSTRALIA, INDIA.

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "ARCADIA"

Captain A. L. Valentini, carrying His Ma-

jesty's Mails, will be despatched from this

for BOMBAY, &c., on SATURDAY, the 27th

June, at Noon, taking Passengers and Cargo

for the above Ports in connection with the

Company's S.S. *Mooslan*, 10,000 tons, from Co-

lombo, Passengers' accommodation in which

vessel is secured before departure from Hong-

kong.

Silk and Valuable, all Cargo for France,

and Tea for London (under arrangement)

will be transhipped at Colombo into the

Mail steamer proceeding direct to Marseilles

and London, other Cargo for London, &c., will

be conveyed from Bombay by the R.M.S. *Peninsular*, due in London on 9th August, 1908.

Parcels will be received at this Office until

4 P.M. the day before sailing. The Contents

and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 13th June, 1908.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## FOR SHANGHAI, KOBE AND

YOKOHAMA.

## THE Company's Steamship

## "CALEDONNIEN"

Captain Lemonnier, will be despatched for the

above Ports on or about the 22nd inst.

For Freight or Passage, apply to

P. NALIN,

Acting Agent.

Hongkong, 15th June, 1908.

## FOR SINGAPORE, PENANG AND

CALCUTTA.

## THE Steamship

## "ARRATOON" APCAR.

Captain A. Stewart, will be despatched for the

above Ports, on THURSDAY, the 25th inst.,

at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED.

Agents.

Hongkong, 15th June, 1908.

## THE AMERICAN AND ORIENTAL LINE.

## FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast).

## THE Steamship

## "OCEANO"

will be despatched for the above Port, on or

about THURSDAY, the 25th June.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 12th June, 1908.

## Intimations.

## PABST BREWING COMPANY

MILWAUKEE.

## FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

## A WONDERFUL DISCOVERY.

This is the age of scientific experiment, when

all nature is to be explored, and when the

science of the future is being laid down in

the laboratory. It is the age of the microscope

and the telescope, of the electric light and

the telephone. It is the age of the automobile

and the aeroplane. It is the age of the

radio and the wireless telegraph. It is the

age of the X-ray and the moving picture.

## HONGKONG AVERAGE MARKET

## PRIORS.

Corrected 12th June, 1908, per 50 cts.

## BUTCHER MEAT.

Beef—Shin & prime cut—Mei Lung Pa B

19

Roast—Shin

15

Breast—Ngau Lam

15

Soup, Tong Yuk







## SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT		LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$13,500,000 \$250,000 }	\$2,000,387	{Final of £1 on old and £1.10 on new shares for 1-year ending 31.12.07 }	5 %	{\$76 1/2 London £78.10}
Nationa Bank of China, Limited	9,925	£7	£6	{ £13,953 \$152,000 }	\$10,223	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$210,058 \$401,959 £125,000 }	none	\$20 for 1906	8 1/2 %	\$235 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,943 }	Tls. 204,424	Interim of 7/6 ex 2/3 for 1907	6 %	Tls. 77
Union Insurance Society of Canton, Limited	12,400	\$250	100	{ \$3,000,000 \$450,407 £125,137-15/- \$434,434 \$1,000,000 \$199,032 £5,157 \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	2,576,011	{Final of \$10 making 5.5 for 1906 and interim of 3/30 for 1907 }	5 1/2 %	\$795
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$199,032 £5,157 \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	\$91,763	\$1 and bonus \$3 for 1906	9 1/2 %	\$152 1/2 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	\$271,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	\$428,027	\$27 for 1906	8 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,637 \$26,088 \$20,000 \$275,000 \$75,278 \$20,000 \$60,000 £270,000 }	\$1,053	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$7,000 \$264,637 \$26,088 \$20,000 \$275,000 \$75,278 \$20,000 \$60,000 £270,000 }	Nil	\$4 for year ending 30.1.1907	10 1/2 %	\$56 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$7,000 \$264,637 \$26,088 \$20,000 \$275,000 \$75,278 \$20,000 \$60,000 £270,000 }	\$16,437	{ \$1 1/2 for 2nd half-year making in all \$2 1/2 for year ending 31.12.07 }	7 1/2 %	\$29 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred) Do.	60,000 60,000	£5 £5	£5 £5	{ \$7,000 \$264,637 \$26,088 \$20,000 \$275,000 \$75,278 \$20,000 \$60,000 £270,000 }	£3,694	\$1 for 1906 @ ex 2/2 = \$2.24 per share	3 1/2 %	{\$38 \$34 }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 £400,000 £1,871 \$5,000 \$75,000 £49,479 Tls. 62,000 Tls. 81,200 Tls. 30,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1907	7 1/2 %	{Tls. 43 sellers Tls. 5 1/2 buyers }
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ £1,000,000 £1,871 \$5,000 \$75,000 £49,479 Tls. 62,000 Tls. 81,200 Tls. 30,000 }	£172,370	{Second interim of 1/- (Coupon No. 9 for a/c 1907) }	4 1/2 %	45/- buyers
Star Ferry Company, Limited	10,000 10,000	\$10 \$10	\$10 \$5	{ Tls. 90,000 Tls. 49,479 Tls. 62,000 Tls. 81,200 Tls. 30,000 }	\$98	{ \$1.00 for year ending 30.4.14 8 \$0.50 }	3 1/2 %	\$25 buyers \$15
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 90,000 Tls. 49,479 Tls. 62,000 Tls. 81,200 Tls. 30,000 }	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 49 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	\$100	{ \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	\$9,218	\$8 for year ending 31.12.05	...	\$130
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	none	\$1 in 1907	...	122
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	Tls. 8,935	Tls. 1 (8 %) for year ending 31.8.06	...	Tls. 77 1/2 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £150,000 £4,398 }	£11,556	Interim of 1/6 (No. 10 for account 1908)	7 1/2 %	Tls. 16 sellers
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	£10 £1	{ £150,000 £4,398 }	£11,556	No. 12 of 1/6 = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	\$3,720	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$51
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$146,007 \$13,812 \$1,139,941 }	\$41,443	Final of \$4 making \$8 for 1907	7 1/2 %	\$107
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 69,357 Tls. 75,000 Tls. 125,000 }	£10,459	{Interim of Tls. 2 1/2 for six months ending 31st October, 1907 }	7 %	Tls. 87 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 69,357 Tls. 75,000 Tls. 125,000 }	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 234 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 \$1,000 \$64,975 \$43,075 \$250,000 \$36,915 \$217,426 \$50,000 none 1653 }	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100 1/2 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ Tls. 25,000 \$30,000 \$1,000 \$64,975 \$43,075 \$250,000 \$36,915 \$217,426 \$50,000 none 1653 }	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$21 buyers
Central Stores, Limited	50,133	\$15	\$15	{ Tls. 25,000 \$30,000 \$1,000 \$64,975 \$43,075 \$250,000 \$36,915 \$217,426 \$50,000 none 1653 }	\$9,178	\$1.80 for 1906	...	\$12 1/2 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ Tls. 25,000 \$30,000 \$1,000 \$64,975 \$43,075 \$250,000 \$36,915 \$217,426 \$50,000 none 1653 }	\$252	Final of \$3 1/2 making \$7 1/2 for 1907	7 1/2 %	195
Hongkong Land Investment and Agency Co., Ltd.	30,000	\$100	\$100	{ Tls. 25,000 \$30,000 \$1,000 \$64,975 \$43,075 \$250,000 \$36,915 \$217,426 \$50,000 none 1653 }	\$36,915	{Final of \$3 1/2 making in all \$7 for year ending 31.12.07 }	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ Tls. 25,000 \$30,000 \$1,000 \$64,975 \$43,075 \$250,000 \$36,915 \$217,426 \$50,000 none 1653 }	\$4,621	70 cents for 1907	6 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ Tls. 25,000 \$30,000 \$1,000 \$64,975 \$43,075 \$250,000 \$36,915 \$217,426 \$50,000 none 1653 }	1653	\$1 1/2 for 1907	6 1/2 %	\$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,525,041 Tls. 170,000 none }	Tls. 107,517	{Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907 }	6 1/2 %	Tls. 121 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 1,525,041 Tls. 170,000 none }	\$1,541	{Final of \$2.10 making in all \$4.10 for year ending 31.12.07 }	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,271 \$60,000 }	8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	{ Tls. 150,000 Tls. 23,271 \$60,000 }	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	111
International Cotton Manufacturing Company, Ltd.	70,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 23,271 \$60,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 63 buyers
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 150,000 Tls. 23,271 \$60,000 }	none	Tls. 8 for 1906	...	Tls. 77 1/2
Boy Chee Cotton Spinning Company, Limited	5,000	Tls. 500	Tls. 500	{ Tls. 150,000 Tls. 23,271 \$60,000 }	Tls. 28,257 Tls. 59,663	Tls. 50 for 1906	...	Tls. 555 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	£638	1/3 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	Nil	\$1.20 for 1907	11 %	\$10 1/2 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	none	60 cents for year ended 31.2.06	...	16 1/2 buyers
Do, special shares	50,000	\$1	\$1	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	125,000	80 cents for 1907	8 1/2 %	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	\$120,000	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	\$5,000	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$11
Green Island Cement Company, Limited	400,000	\$10	\$10	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	\$12,000	75 cents for 31.12.07	6 1/2 %	\$2 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	\$100,000	\$2 1/2 for year ending 28.2.07	13 1/2 %	\$19 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4,578 \$8,191 Tls. 47,127 \$7,314 Nil Tls. 100,000 Tls. 22,820 Tls. 75,000 Tls. 190,000 Tls. 58,334 Dr. \$41,954 \$478 Tls. 201 \$111 \$3,500 \$5,360 \$100,000 \$25,000 none \$41 }	\$180,000	1 and bonus 20 cts. for year ending 29.2.08	7 1/2 %	\$16
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ £1,200 \$25,000 none 125,000 \$3,593 \$5,000 \$2,974 \$5,078 \$251 \$15,002 \$9,321 \$4				